

"L" TRAINS NO LONGER STOP AT STATIONS

Passengers Are Compelled to Stand Patiently at the Jumping Points.

PROTESTS OF NO AVAIL.

Expresses Whizz Past of Course and "Locals" Pay Not the Least Heed to Patrons.

WORSE ON STREET LINES.

"Car Ahead" BGame Is Boldly Played at All Hours Despite the City Ordinance that Forbids It.

The great "L" road catastrophe that the public has been expecting ever since the present management took hold almost materialized yesterday, and the management is hastening its ultimate materialization by its policy of using the local tracks for express service. The first lesson of the scheme of skipping stations for the purpose of making up time has been taught the public, but the Belmont managers do not appear to have heeded it.

The accident yesterday would not have occurred had the colliding train stopped at the One Hundred and Thirty-third street station. The motorman would have had the train under control had the stop been made, as the charter of the company provides.

An illuminating instance of reckless management this accident was. The One Hundred and Thirty-third street station, in the Bronx, is a short distance from the Harlem River drawbridge, which is open frequently through the day. The bridge is approached from the north around a sharp curve. Yet instructions are issued to motormen to run past the One Hundred and Thirty-third street station and take chances on going into the river.

No Rights for the Patrons. But nearly all the laws for the com-

INCONVENIENCES TO WHICH "L" PASSENGERS ARE SUBJECTED.

The following are some of the many inconveniences to which patrons of the Manhattan "L" and surface cars are daily subjected: Schedules are disregarded. "L" stations are "jumped" by several successive trains. Fewer "L" trains are run than formerly. Fewer cars are attached to "L" trains. The surface and "L" cars alike are overcrowded and ill-ventilated. The "car ahead" ordinance is violated at the surface car stables at Sixty-fifth street and Third avenue.

fort and protection of "L" and surface-car passengers are flagrantly disregarded.

Before the opening of the subway conditions were bad enough and more than once called for legislative interference. But since October the fate of surface and "L" patrons has steadily grown worse. The transit improve-ments and prestige are centered on the subway, which serves as a show for out-of-town visitors and as an alleged "sample" of Manhattan Island's transit facilities. The speed, number of trains and increasing scope of the underground road are loudly proclaimed, and under cover of the cheering the elevated and street railways are run in a manner that would disgrace Peoria or Oshkosh.

"Skipping" Stations.

On the "L"—especially the Third avenue line—the custom of "skipping" stations in order to make up for lost time or for other reasons has become an everyday occurrence. On the upper east side property-holders are planning concerted action to obviate this growing nuisance. Frequently from four to six successive trains will pass the same station without stopping, thus forcing the crowds of business men who are waiting on the platform to miss appointments and to reach their offices long behind scheduled time.

This morning two successive downtown expresses, a City Hall and a South Ferry local went by the Eighty-fourth street station of the Third avenue line without taking on or letting off passengers. When at last a train stopped the long-waiting throng of uptown men and women had difficulty in forcing their way into the stuffy and already overcrowded train. This is a matter of daily occurrence at nearly all the less important stations and is a matter of annoyance and practical discomfort to hundreds of east side residents.

Schedules Disregarded.

The old schedules, too, are openly disregarded. Fewer trains are run than formerly and many of the trains have been shortened. When it is remembered that even under most favorable conditions the original trains were always overcrowded during rush hours the wretchedness of the present service

may be readily understood. The skipping of stations, the infrequency and abbreviating of trains and the erratic manner in which the schedule is mismanaged form a serious menace to property values in the sections affected by rendering the neighborhoods less and less accessible.

On the surface lines matters are little better. The "car ahead" ordinance is persistently violated. There is a \$50 penalty for failing to carry passengers without charge to the destination named on the front of their car. This ordinance is cheerfully disregarded, and New Yorkers meekly accept the situation and bow to the dictates of the transit authorities.

Company's "Film-Flam" Game.

An ingenious method of preventing any passenger who may chance to have a mind and an individuality of his own from protesting against the order to take the car ahead is in vogue at the Sixty-fifth street car stables of the Third avenue line. This instance shows how this plan is worked:

A downtown car containing about eighty passengers halted at the stables. The inspector who had just adjusted the register, took from his pocket a metal band of steel, not unlike a cornet steel. It was about twelve inches long, an inch wide and slightly curved. He dropped it, unobserved, on the pavement beside the car.

The steel clattered against the stone with a ringing strident noise that was heard all through the car.

"What's the matter?" asked a nervous passenger.

Passengers Hoodwinked.

"Spring broke! All out!" called the inspector. "Next car!"

Weekly the eighty passengers filed out of the supposedly crippled car and waited for the next. They had not seen the broken spring, but they had apparently heard it break, and they did not stop to question the assertion that the car could go no further.

By such means as could hardly be expected to impose on a schoolboy, the car company succeeds in eluding prosecution. The system on both "L" and surface has reached a point where, apparently, only drastic measures can avail to give New Yorkers decent transit facilities.

M'MANUS AFTER PLUNKITT'S SCALP

Assemblyman Will Make a Fight for Leadership in the Fifteenth Assembly District, Opposing the Senator.

Assemblyman Thomas J. McManus will make the fight for the leadership of the Fifteenth Assembly District against Senator Plunkitt. He made the announcement last night at the meeting of the Business Men's Association of the district.

An invitation was sent to Assemblyman McManus to attend the meeting, in which it was said its purpose was "to bring back into the fold many of our neighbors who have gradually drifted from our ranks until the dissemination is now the source of common gossip. The district has always been a Democratic stronghold, but its late performances indicate a growing dissatisfaction in our quarter."

There was some dissatisfaction even in the meeting. Several men shouted out when McManus's name was mentioned as their champion.

"I am no man's man. It is charged that I am under obligations to Senator Plunkitt. So far from being true is that, that I can even say that Senator Plunkitt is under obligations to me. If you select me as the man to make the fight, there is no reason why I should not fight to the fall of the hammer."

Senator Plunkitt was with a crowd of friends at the Tullahoma Club when the news that McManus was to oppose him was told him. He smiled and had nothing to say. Two men in the crowd who heard it shouted simultaneously:

WOMEN CHARGED WITH CLOGGING FIRE ESCAPES.

Tenement House Inspector J. E. Anderson had thirty women taken to the Morrisania Court to-day on summons, charged with violations of Section 15 of the Tenement House Laws in having their fire-escapes obstructed. The testimony showed that articles, including boxes, buckets, flower pots, rubber plants, garbage pails, barrels, boards and other things were on the fire escapes, thus obstructing them. One case was testified to where two barrels of wine, a keg of sauerkraut and eight boxes of flowers were on the fire escape. The women were lined up in front of Magistrate McAvoy, and Anderson said he thought a warning this time would be sufficient. They were informed that if they repeated the offense a fine would be imposed.

MRS. LIVERMORE, LEADER, IS DEAD.

Prominent as a Suffragist and Leader in Temperance Movements—Wrote Many Books.

MELROSE, MASS., MAY 23.—Mrs. Mary A. Livermore, the well-known writer and reformer, died at her home here at 8.15 o'clock this forenoon. Bronchitis and a weak heart hastened the end.

Mrs. Mary Ashton Livermore was born in Boston on Dec. 19, 1820, and was the daughter of Timothy Rice. After being educated in the Boston public schools and the Charlestown Female seminary, she was a teacher for a number of years. In 1846, she was married to Rev. D. P. Livermore, a Universalist

clergyman, who died in 1889. In 1897 she removed to Chicago, where her husband became editor of a Universalist paper. Mrs. Livermore acting as associate editor.

Mrs. Livermore was the first president of the Illinois Woman's Suffrage association. In 1889 she became editor of the "Agitor," but in the following year she returned to Boston and was editor of the "Woman's Journal" for two years. At the time of her death she was president of the Massachusetts Woman's Suffrage Association.

Mrs. Livermore was active in the anti-slavery agitation and Washingtonian Temperance movement. During the civil war she took a leading part in the work of the United States auxiliary commission. After her return to this State she was for ten years President of the Massachusetts Women's Christian Temperance Union. In the

course of her work on the platform she delivered lectures all over this country and in England and Scotland. She also was the author of many books.

ARTIST HENNER VERY ILL.

PARIS, May 23.—Jean Jacques Henner, the well known French painter, is seriously ill. He has been attacked by syncope.

PRESIDENT NASH STRICKEN.

OMAHA, Neb., May 23.—E. W. Nash, president of the American Red Cross and Smelting Company, was stricken with paralysis early this morning. His condition is believed to be critical.

SUNDAY WORLD WANTS WORK MONDAY WONDERS.

W. L. DOUGLAS

UNION \$3.50 MADE SHOES

Men in every walk of life, in all professions and trades, the gentleman of leisure and the workingman—all wear W. L. Douglas \$3.50 shoes because they are the best in the world.

W. L. Douglas makes and sells more Men's \$3.50 shoes than any other manufacturer in the world.

The reason W. L. Douglas \$3.50 shoes are the greatest sellers in the world is because of their excellent style, easy fitting and superior wearing qualities. If I could show you the difference between the shoes made in my factory and those of other makes and the high grade leathers used, you would understand why W. L. Douglas \$3.50 shoes cost more to make, why they hold their shape, fit better, wear longer, and are of greater intrinsic value than any other \$3.50 shoe on the market to-day. W. L. Douglas guarantees their value by stamping his name and price on the bottom. Look for it. Take no substitute. Sold in W. L. Douglas exclusive Men's and Boys' Shoe Stores in the principal cities and by shoe dealers everywhere.

Boys wear W. L. Douglas \$2.50 and \$2.00 shoes because they fit better, hold their shape and wear longer than other makes.

Fast Color Eyelets will not wear brassy. W. L. Douglas uses Corona Coltskin in his \$3.50 shoes. Corona coltskin is everywhere conceded to be the finest Patent Leather produced. Write for Illustrated Catalog of Spring Styles. Shoes by mail or express prepaid for 2c extra. W. L. DOUGLAS, Brockton, Mass.

W. L. Douglas \$3.50 Shoe Stores in Greater New York: 433 Broadway, corner Howard Street. 755 Broadway, corner 8th Street. 853 Broadway, corner 14th Street. 1340 Broadway, corner 36th Street. 1447-1449 Broadway, corner 41st St. 26 Nassau Street. 250 West 125th Street. 874 Third Avenue. 2202 Third Avenue, cor. 120th St. 8779 Third Ave., bet. 146th & 147th Sts.

BROOKLYN: 709-710 Broadway, cor. Thornton St. 1367 Broadway, corner Gates Avenue. 421 Fulton Street, corner Pearl Street. 421 Fifth Avenue. JERSEY CITY: 18 Newark Avenue. NEWARK—785 Broad Street.

AMUSEMENTS. AMUSEMENTS. AMUSEMENTS. AMUSEMENTS. AMUSEMENTS. AMUSEMENTS. AMUSEMENTS. AMUSEMENTS.

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BY THE ORIGINAL ST. LOUIS WORLD'S FAIR COMPANY, ENLARGED With GENERAL PIET CRONJE, "The Lion of South Africa,"

and 1,000 Boer and British Heroes of the Transvaal, Under the Management of Capt. A. W. LEWIS, the Originator.

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Stupendous in Size—Vivid in Realism—Intensely Dramatic, and Presenting Some of the Greatest Living Military Celebrities.

This sensational reproduction of thrilling South African battle scenes is the most wonderful, inspiring and realistic spectacle produced since the days of ancient Rome.

The Battle of Colenso—The Siege of Paardberg—The Flight of De Wet, and Exact Pictures of Life and Conditions in South Africa, Depicted on a Field 25 Acres in Area, Reproducing the Famous Veld with Marvellous Fidelity in Every Scenic Feature.

A thousand veterans in camp and battles—scores of Boer women and children re-enacting their parts in the oft-described incidents of the great South African conflict—Impressively picturesque natives, Zulus, Kaffirs, Matabeles, Swazis, Basutos—Battle begun by the intrepid Boer sharpshooters—Thrilling entree of renowned fighters heading their old commands in charge after charge, to the deafening roar of guns and rattle of musketry—The Irish Brigade under Blake—The Johannesburg Zarks under Van Dam—the Free Staats Artillery, finest organization of its kind in the world—The 17th Lancers, Blue Jackets, and Gordon Highlanders, whose former exploits were graphically described by American war correspondents in the Transvaal—The equally famous Royal Artillery, Imperial Yeomanry, Canadian Scouts, South Wales Carbineers and Cape Mounted Rifles—Every man in the great company an actual survivor of an epoch-making war—Every inspiring scene and every slightest incident of the great modern drama enacted with a spirit and precision carrying an irresistible impression of vivid REALITY.

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